

On the Road

ON THE RELIEF ROUTE-S.R.1

Route 7 to U.S. Route 113

Issue 2

Winter 1990



Groundbreaking for the Road 30 overpass near Smyrna marked the beginning of construction for Route 13 Relief Route, now designated S.R. 1. Pictured above with the Relief Route cake is Secretary of Transportation Kermit H. Justice.

ADVANCE BRIDGES MOVING AHEAD TO CONSTRUCTION

Having broken ground on the Road 30 bridge, DelDOT is proceeding to advertise for construction bids on four additional overpasses over the Relief Route. For the White Oak Road (K66) overpass in Dover, the low bid was submitted by Kuhn Construction of Hockessin. Low bidder for the Woodland Beach Road (SR 6) overpass in Smyrna was James Julian of Wilmington. The department was pleased that the bids of \$2.4 million and \$2.9 million respectively were below the engineers' estimates. Advertisement for the K345 and K14 bridges in Dover, to be bid as one job, will open in late December with bids due in early February 1990.

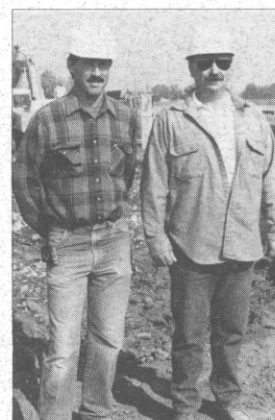
The advertisement period for the four bridges has been extended from four to six weeks, in part, to generate as much interest as possible. Notices are mailed to 225 pre-qualified contractors throughout the East and Midwest. The longer bidding period also allows for final clearing of the right-of-way and for utility construction activity during the cold winter months. ■



Delaware
Department of Transportation

Kermit H. Justice, Secretary
Department of Transportation
John T. Davis, Director
Division of Highways

On the Road is published by the Delaware Department of Transportation and is the official newsletter of the Relief Route project.



Dave Duke (left) and Bill Carson (right) are DelDOT Construction Technicians for the Road 30 Bridge.

CONCRETE CHOSEN TO PAVE RELIEF ROUTE

After months of debate, DelDOT officials have decided to use concrete instead of asphalt "hotmix" to pave the Relief Route. According to DelDOT Highway Director John Davis, concrete got the edge on this project because the road will be heavily used by large trucks with high tire pressures. Also, most of the route will be built along new alignment, which will allow the additional time needed for the construction and curing of concrete without hindering motorists.

These factors outweighed the fact that hotmix is supplied by local contractors and is the preferred pavement on many other roads in the State's highway program. Moreover, only the main travel lanes of the Relief Route, about 55 percent of the project, will be built in concrete while all highway shoulders and side roads, about 45 percent of the work, will require hotmix.

Portland cement concrete, the chosen material, uses cement and water to bind together sand and stone

creating a more rigid surface than hotmix, a mixture of tar and gravel. Using computer programs, soil lab technicians tested different pavement designs on different soils. In analyses based on 20 to 50-year lifecycles, concrete proved consistently less expensive than hotmix by 2 to 12 percent.

Asphalt industry representatives warn that use of concrete could limit the number of Delaware firms able to bid on the 46-mile, \$500 million project. Since the late 1970s, when quality control on cement construction techniques was poor, most DelDOT projects have used asphalt. As a result, most local road contractors are geared to hotmix. Currently, however, two Delaware firms hold DelDOT contracts for concrete roads, the new Route 7 and Route 141. More qualified concrete contractors are expected to bid on the three major Relief Route contracts that go out next year because of the size of the projects rather than the pavement design. ■

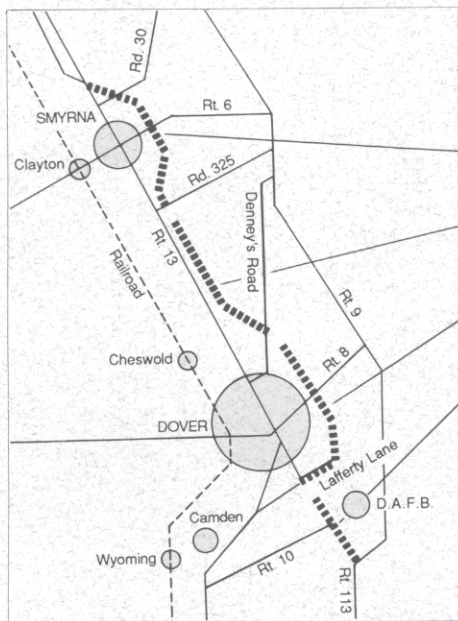
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Mile STONES



Drainage pipes have been installed along the Road 30 site. Site preparation also involved installing fences to control siltation and haybales and rip-rap to stabilize stream banks.



• **ROAD 30 GROUNDBREAKING** - Ceremonies were held on August 25 to break ground on the Road 30 bridge over the Relief Route. A-DEL Construction of Newark is contractor for the \$2.4 million overpass, located just west of the Delaware Correctional Center near Smyrna. The structure will be 215 feet long and 25 feet high. With both approaches, it will span 4/10 mile and require 86,000 cubic yards of fill. Excavation work is complete and 26,000 cubic yards--2,600 truckloads--of fill have already been hauled to the site. The job calls for 98 precast concrete piles, each 18" x 18" wide and 70' to 92' long, to be shipped by rail from Bayshore, Virginia to Clayton, Delaware. To date 25 piles, one pile per truck, have been transported to the site. The contractor expects to begin driving production piles the first week after Christmas. Anticipated completion date and reopening of Road 30 is September 1990.

• **SMYRNA-DOVER BYPASS ENGINEERING DESIGN** - Four consultant engineers are under contract to design the Smyrna-Dover bypass section of the Relief Route. Each consultant must submit utility, traffic, and right-of-way plans, soil and environmental reports, as well as construction documents. Below is the schedule for completion of design plans and advertisement for construction of the four segments:

Location	Engineer	Advertisement
•Smyrna Bypass	Gannett	June 1990
•Dover to Smyrna rural area	Kidde	July 1990
•Dover Bypass	Baker	May 1990
•Lafferty Lane to Dover A.F.B.	Greiner	Fall 1990

• **RIGHT-OF-WAY ACQUISITION** - Right-of-way acquisition must be complete prior to construction. Owners of properties needed for the Smyrna-Dover bypass are being contacted from now through summer 1990. Based on conceptual plans, the state must acquire 149 properties from north of Smyrna to Lafferty Lane and an additional 60 properties around the Dover Air Force Base.

Clearing the right-of-way for the five local road bridges (30, 66, 6, 345, and 14) and the relocation of Lafferty Lane required acquisition of 41 parcels and relocation of 11 households, including 7 mobile homeowners. As of November, 28 contracts had been signed and, with one exception, all other parcels were in process: 6 in appraisal, 2 in negotiation, and 4 in condemnation.

• **ODESSA DESIGN PUBLIC HEARING** - A design public hearing for the Odessa section of the Relief Route, from the Rt. 7 interchange at Tybouts Corner to Pine Tree Corner Road (Rd. 25), is scheduled for 1990. Preliminary engineering plans will be available for public inspection and comment. The hearing will focus on the design details of the new road, such as grading, drainage, and construction standards, within the approved corridor location. The hearing date and location will be announced in local newspapers.

• **FORESTRY CONSULTANT** - DelDOT has retained Ace Parker of Parker Forestry Services of Salisbury, Maryland to assist in clearing the wooded areas of the right-of-way. Mr. Parker and his two associates will help the state realize top value for the timber and, where possible, preserve the forested landscape. Owners intending to clear their property are encouraged to consult Mr. Parker for advice regarding forestry and logging services. Mr. Parker will also help coordinate private logging efforts with the state's species preservation and landscape design plans. He can be reached at (301) 546-9696. ■



Excavation for the Road 30 overpass is complete. To the right of the dumptruck is one of the two test piles driven to determine structural bearing capacity in existing soil conditions.

1ne PERSPECTIVE

"Perspective" is a regular feature of *On the Road* and is designed to provide readers with insights into the "behind the scenes" activities associated with the Relief Route. Each "Perspective" will include an interview with a key person or group involved in the ongoing design and construction activities.

In this issue, "Perspective" interviews the staff of the Right-of-Way Bureau, in the Relief Route Office, located on the second floor of the Blue Hen Mall. The staff was asked to respond to questions about the acquisition and relocation processes.

Q. How does an owner learn that his/her property will be needed for the Relief Route?

Rod Hill. We generally begin the acquisition process for a particular road segment after the consultant engineer completes semi-final design. The engineer submits a right-of-way plan indicating the need for all or parts of properties to construct the road. Each property is assigned to an appraiser, who contacts the owner after an informational letter is sent by the Acquisitions Manager.

Q. How does the ROW staff address an owner's concerns during the acquisition process?

Ira White. We try wherever possible to bring the owner into the process. We work with owners to change some design details that will reduce the road's impact on a property. The owner may accompany our appraiser during the tour of the property and may also hire an independent appraiser. During negotiations we give each family time to consider the state's offer. While the state has the right to acquire private property for public use, the law also requires that owners be justly compensated and that the state not be coercive in any way.

Q. How do you determine the value of a property?

Margery Lamb. There are three approaches—market data, cost, and income. With the market

Pictured below reviewing right-of-way plans are: Rod S. Hill, Jr., Chief, Right-of-Way (right) and Ira G. White, Project Acquisitions Manager (left).



Pictured from left to right are: Cindy Nothstein, DelTech student assisting on a part-time basis; Jeffrey L. Monaco, Negotiator; Margery Lamb, Staff Appraiser; Troy C. Harris, Negotiator; Ira G. White, Project Acquisitions Manager; Paul H. Meleri, Relocation Counselor; James W. Carr, Right-of-Way Consultant; Robert Muncy, Technical Services. Not pictured are: Danny J. Skeans, Property Manager and Ann Hunter, Secretary.

approach, I look at sale prices of similar properties in the same area that have sold recently. With the cost approach, I calculate the cost to recreate the exact house and property in today's dollars. These two methods are used to appraise residences. To appraise a business, I also consider the owner's loss of income as a result of acquisition.

Q. How do you appraise part of a property?

ML. A "before and after" approach is used. To appraise the value of a 50-foot strip of land, for example, I determine the market value of the entire property immediately before and immediately after acquisition of the strip. The difference between the two values is the appraisal. However, if after acquisition a remnant of land would have little or no economic value, we would appraise and offer to buy the whole property.

Q. How are negotiations conducted?

Jeffrey Monaco. I make the offer to the property owner. The initial offer by law cannot be less than the approved appraisal. I bring a letter from the Acquisitions Manager confirming the appraised value and the basis for determining fair market value. If a family must move, a Relocation Counselor accompanies me on my first visit. Negotiations continue—in person or by letter, as the owner desires—until an agreement is reached and a contract is signed. Only as a last resort does the state exercise its power of eminent domain. This initiates a civil action in the county Superior Court to settle any dispute over compensation. However, very few cases go that far.

("Perspective" continues on page 4)

DID YOU KNOW?

- A small business or farm may be entitled to a payment of up to \$22,500 for expenses incurred in reestablishing at a replacement site.
- A tenant may be entitled to a rent supplement of up to \$5,250, which could be applied to the purchase of a home, including closing costs.
- It often pays DelDOT to sell a house rather than demolish it. Recently a 24' x 48' house was sold for \$2,000 and moved from Smyrna to Townsend. Demolition would have cost \$6,000 to \$8,000.
- ROW agents request permission from owners to enter their property to take soil borings needed by engineers to design pavement.

("Perspective" continued from page 3)

Q. How do you assist people in finding a new place to live?

Paul Meleri. The department's goal is to offer a homeowner or tenant a property equal to or better than the one they currently occupy. A project cannot be advertised for construction until the relocatee has been offered at least one proper replacement property. The homeowner or tenant is under no obligation to purchase or rent the home we make available. The choice of where they live is left up to them.

Q. What kind of financial assistance is available?

PM. All residential occupants are eligible for assistance in offsetting the costs of moving their personal property. Homeowners, of at least 180 days, who buy a new home are eligible for certain benefits. If we cannot locate a home "functionally similar" to the one acquired at the price offered, the owner may be entitled to a replacement housing payment. The homeowner may also be

entitled to a mortgage interest differential payment if the interest rate of the new mortgage exceeds that of the former. Homeowners are also reimbursed for all allowable closing costs on a new home. The combined total of these payments cannot exceed \$22,500, and the amount of payment is limited to the amount actually spent in buying a new home.

Q. What is the role of property manager?

Danny Skeans. My job is to clear the right-of-way. I prepare leases for the owner or tenant who stays on the premises prior to project need. After residents move out, I arrange either to sell the structures by public auction or to demolish them. Before demolition we test the property for asbestos and plan for abatement, if needed. For cleared properties not needed soon, I draw up leases with farmers for interim use of the land. Revenues received help offset the cost of constructing the Relief Route. ■

To Our Readers

The State of Delaware and the consultant team are committed to continuing the citizen input process during the design and construction phases of the project. We invite you to write us with questions or comments regarding *On the Road* or to arrange for a presentation to bring your group up to date on the Relief Route. To receive your free copy of *On the Road* as well as other mailings related to the project, please write or call us with your request.

For More INFORMATION

CONTACT DelDOT

Delaware Department of Transportation
P.O. Box 778
Dover, DE 19903

- Public Information - contact Michele Ackles, Manager of Community Relations, at 736-4313.
- Design Issues or Alignment Location - contact Carolann Wicks, Project Coordinator, at 736-4341.
- Environmental Issues - contact Joe Wutka, Location Studies Engineer, at 736-4642.
- Right-of-Way Acquisition and Relocation - contact Ira White, Project Acquisitions Manager, at 736-2776.

Or CONTACT THE CONSULTANT TEAM

Kise Franks & Straw
219 North Broad Street, 9th Floor
Philadelphia, PA 19107

Toll-Free: 1-800-343-3084

- Jeremy Alvarez - Deputy Director
- Matthew Kremer - Project Manager

On the Road

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